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Record of the
NEWS OF THE FAR EAST
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With which is incorporated the
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Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1910.
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Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,350. 號十五百三千六萬一第 日四十月八年二統宣 HONGKONG, SATURDAY, SEPTEMBER 17th, 1910. 大拜禮 號七十月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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UNdertake to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra
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Pocket Plates, best Whippoor Pockets, Six Chalk Cups, Superfine West of England Cloth,
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12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
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Hongkong, 16th October, 1907.

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TELEPHONE No. 75.

INTIMATIONS
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THE FOURTH MEETING of the Season
will be held at HAPPY VALLEY,
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The Charge of Admission will be \$1.00 for
others than Members of the Hongkong Jockey
Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong
to be present.
REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 14th September, 1910.

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Well Furnished Reception Rooms.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
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ENTIRELY UNDER EUROPEAN MANAGEMENT.
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renovated, extensively enlarged, and is now
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Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
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Dinner. Special Rates for married families on
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J. H. OXBERRY,
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(late Manager of J. H. LYONS (Trocadero),
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910.

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Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907.

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REASONABLE RATES.
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This Hotel is under European manage-
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All comforts of a home.
A most pleasant retreat for those desirous for
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Two steamers (s.s. Sui An and Sui Tsu) daily to
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BIRTHS.

On September 12th, at 37, Welhaiwei Road,
Shanghai, the wife of G. ELDON GRIFFIN, of
a son.

On September 10th, at Shanghai, the wife of
O. H. RITZER, of a daughter.
On September 10th, at Shanghai, to Mr. and
Mrs. AD. WIDMANN, a daughter.

DEATH.

On September 8th, at Nereis Bay, Wei-
haiwei, HUGH DONNITHORNE, dearly beloved
son of Hugh and Ethel CAMPBELL, aged two
years and four months.

HONGKONG OFFICE: 10A, DES VUEZ ROAD, C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 17TH, 1910.

EXPERIENCE all the world over abundantly
justifies the expectation that the extension
of railway communication in China will
lead to a great development of the mineral
resources of the Empire. We have long
been accustomed to read of the vast
potential mineral wealth of the Celestial
Empire, but down to the present day the
tangible proofs of it have been astonishingly
small. The export of minerals does not
represent more than two per cent. of the
total export trade of China, and of this two
per cent., Tin represents considerably more
than half. We believe we are correct in
saying that the whole of the Tin exported
is mined in the one province of Yunnan,
and brought to Hongkong for export to
foreign countries, the total value
of this export being close on £600,000 a
year. Antimony ranks next in importance
in the list, and then comes Iron. China
appears to be singularly deficient in precious
metals. It must have often struck those
who have given the slightest thought to the
subject that China, as perhaps the largest
silver-using country in the world, should

neglect to mine the metal which some writers
have told the world may be had in the
country in any quantity for the digging.
The fact appears to be that there are no
Cobalts, no Potosis in China. Experiments,
in some cases very costly experiments, have
proved that silver is practically non-existent
in places where it was assumed to abound.
Close to Hongkong we have an abandoned
silver mine as a monument of disappointed
hopes, and in the neighbouring province
of Kwangsi there is another in which
much Hongkong capital was sunk.

We have been led into these reflections
by a brief report furnished by the super-
intendent of the Geological Department of the
South Manchurian Railway Co. Incidentally
the fact that there is such a department in
connection with this railway is suggestive
of the thoroughness which characterises the
efforts of the Japanese in South Manchuria
to make their railway pay. Prospecting
seems to have been very thoroughly done by
the Geological Department, and the para-
graph in the report which arrested our
attention reads: "It is a singular fact, savouring
somewhat of irony, that nowhere
in all Manchuria, or even in all China, a
country standing for the silver standard in
national currency, does silver occur." It is a
little too sweeping, perhaps, to say that the
existence of silver in China is entirely mythical;
but there is certainly no proof of its
existence in paying quantities. Silver
mining, on the surface, had been carried
on for over two hundred years in
Kwangsi, before the Chinese Company to
which we have alluded was formed in
Hongkong to exploit the mine, situated near
the district town of Kwei. The samples
sent to Hongkong for assay produced excel-
lent results, but on working the ore the
deposits were found to be unsatisfactory,
and something like a million dollars were
lost in the enterprise. A good deal of
money was wasted on unsuitable experts, and
"the difficulty of the road to the mine" was
one of the factors operating against the
remunerative working of the mine which, if
it did not contain silver in paying quantities,
appears to have contained many other
minerals which might have been profitably
worked had there been railway communica-
tion with the sea. The important bearing
of railways on the economic development of
China is now universally appreciated in China
and it should not be many years before the
export of minerals is represented in the
annual trade returns by a much bigger
ratio than at the present time.

We are glad to learn that the Colony of
Hongkong is to have an opportunity of
giving some practical expression of the
sympathy all must feel for those who were
dependent on the eighteen men who perished
in the engine rooms of H.M.S. Bedford
when she met with disaster on the rocks at
Quelpart Island. At Yokohama, Kobe,
Nagasaki and Shanghai, funds were opened
soon after the disaster, and in these com-
munities it has probably excited no little
surprise that no effort of the kind has been
made in Hongkong, the headquarters of the
fleet in the Eastern waters. In Japan the
funds were opened by newspapers; in
Shanghai action was taken by the Navy
League. We would have preferred to see
similar action taken in Hongkong by the
Navy League; it would have been appro-
priate, and it would, moreover, have served
to advertise the continued existence of the
branch of that organisation in the Colony.
Failing such action, we are glad to welcome
the formation of a representative Committee
and we are sure their laudable efforts will be
supported in a manner worthy of the Colony
as the headquarters of the Navy in the Far
East. There are possibly not a few people
who will dislike the incongruity of "an
entertainment of the variety description" in
this connection, but previous experience has
proved that the public will support a good
cause in this way far more generally than
they would contribute to a subscription
list, and in such a matter therefore, the end
must be held to justify the means. Public
sympathy is better shown by the hundred
small subscriptions than by one of large
amount. We see that the funds in northern
ports amount to about \$5000 altogether;
there is also a fund at Portsmouth to which
H.M. Queen ALEXANDRA has contributed
£100, and doubtless this splendid lead has
been well followed, so that there is likely to
be a substantial sum for division among the
bereaved dependents of the men who lost
their lives at the post of duty. We count
in this the contribution which will be
forthcoming from Hongkong, for we are
sure the public will welcome the opportunity
to make a contribution which will both
testify their sympathy with the bereaved and
their admiration of the courage and
endurance of the men who serve their
country in the engine rooms.

The French mail of the 16th August was
delivered in London on the 15th inst.

Mr. Maurice Winn Walker, eldest son of the
late Mr. James Walker of Yokohama, who joined
the staff of the H. & S. Bank in London two
and a half years ago, has died of meningitis at
the age of 22.

A typhoon warning received by the American
Consulate-General, Hongkong, from the Manila
Observatory at 1 p.m. yesterday reported a
cyclone or typhoon over S. China Sea, moving
W.

Ticket-holders for the Cricket Club Concert
are notified that instead of the Murray Road
entrance being utilised, the two entrances to
Jackson Road (City Hall corner and Hong-
kong Club corner) will be opened.

Near the Bowington Canal on Thursday,
Bessie Barrington, while walking to school at
7.30 a.m., was approached by a Chinese who
threw a powder in her eyes and then snatched
her bag valued at \$6 and containing sixty cents.

The Rev. George Ensor, of Allington House,
All Cannings, Wilts, lately vicar of Heywood,
Westbury, Wilts, the first English missionary
in Japan, who died on July 13, left estate of
the gross value of £8,508, with net personalty
£8,460.

Mr. W. Bowen Rowlands has reported to the
police that on the early morning of the 15th
instant some person got into his house, No. 5,
Ripon Terrace, and stole a number of articles
of jewellery and a loaded revolver of a total
value of \$50.

A Chinese with four previous convictions ap-
peared before Mr. E. R. Hallifax at the Magis-
tracy yesterday charged with larceny and return-
ing from banishment. His Worship was of
opinion, in view of the man's past record, that
twelve months' imprisonment, the maximum
sentence, was not adequate, and committed the
accused for trial at the Criminal Sessions.

Company Quartermaster-Sergeant Tomkins,
of the Royal Garrison Artillery died in the
Military Hospital early yesterday morning after
two days' illness. Deceased was stationed at
Lysoona, and was just about to be transferred
to Kowloon. His remains were interred in the
Happy Valley cemetery yesterday afternoon
with military honours.

A Chinese appeared before Mr. J. R. Wood
at the Magistrate's yesterday on a charge of
attempting to obtain money by false pretences.
The defendant, who was formerly employed at
the Tai Kok Docks, attempted to obtain the
money earned by another man by presenting the
latter's check to the timekeeper. He was found
out, however, and his Worship sentenced him to
three months' imprisonment with hard labour.

H.M.S. "BEDFORD" DISASTER.

HONGKONG'S SYMPATHY.

Though the news of the disaster to H.M.S.
Bedford was received in the Colony with
universal regret, and the deepest sympathy was
felt for the sufferers thereby, nothing practical
has yet been done to give expression to these
feelings.

We are therefore extremely pleased to learn
that a representative Committee has been formed,
with the approval of H. E. the Officer
Administering the Government, to organise
an entertainment, the proceeds of which
will be devoted to the relief of those
dependent on the men who lost their
lives in the disaster. The entertainment,
which will be held in the City Hall on
October 15th, will be of the variety description
similar to that organised for the Typhoon Re-
lief Fund in 1906, and will be given under the
distinguished patronage of Their Excellencies
the Officer Administering the Government,
Major-General Broadwood, C.B., and Com-
mander Eyres, R.N. The following gentlemen
will form the Committee:—Lieut. Col.
Bayard, D.S.O., The Hon. Mr. Murray Stewart,
R.N., Hon. Mr. H. W. Robertson, Mr.
N. J. Stabb, Mr. G. Balloch, Mr. R. Sutherland,
and Lieut. C. E. G. Davidson, The Hon.
Secretary and Treasurer.

COMEDY IN HONGKONG.

The visit of the Warwick Major Comedy
Company is drawing to a close, and those who
have attended their many clever performances
must experience a feeling of regret that
such excellent entertainment cannot be pro-
tracted over a longer period. Last night's
was a good "house to wit" and the first production
in Hongkong of Oscar Wilde's latest work,
"The Importance of Being Earnest," and the
popularity which the comedy has met in
London found its reflex in the Colony, the
appreciation and pleasure of the audience being
demonstrated last night in no uncertain
manner. This "serious comedy for trivial
people" was interpreted in a very artistic
manner, and the company added to the favor-
able impression already created by their good all
round work.

Miss Georgia Corless won golden opinions as
the charming Cecily Cardew, and Miss Minnie
Rayner acquitted herself with distinction in the
part of Lady Bracknell, a very modern woman;
while Miss Drewry filled the rôle of Gwendolene
very creditably, Miss Priem being well portrayed
by Miss Osborne. Mr. Kenneth Brampton and
Mr. Story were well suited as John Worthing,
J. P., and Algernon Moncrieff respectively.
The notice "The Daily Doctor" fills the bill,
and those who have and those who have not seen
this mirth-provoking production ought not to
miss this opportunity. As will be seen from the
advertisement in another column, the company,
on their return from Canton, will stay one night
in the Colony. On that occasion (next
Wednesday) they are announced to play "The
New Boy" and the many who have learned to
appreciate the present visit should not fail to
book on that night. The company will afterwards
proceed north, and after an extended tour in
Japan and Shanghai, Fuzhou and Peking will
make their re-appearance here some time in
December.

The installation of motor fans in the Theatre
last night was a welcome innovation.

TELEGRAMS.

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THE ALLEGED GERMAN SPY.

LONDON, September 16th.

The case against the German sub-
tern named Helm, accused of making
sketches of the fortifications at Ports-
mouth, was opened at Funcham
Police Court. A further remand was
granted.

TRADE UNIONS AND PARLIA-
MENTARY REPRESENTA-
TION.

LONDON, September 16th.

The Trades Union Congress has
passed by an overwhelming majority a
resolution in favour of pressure being
brought to bear upon the Govern-
ment to do its utmost to facilitate
the reversing of the Osborne judg-
ment, and the resolution also expres-
sed determination to make the
subject a test question at elections.

[The Osborne judgment was the decision by
the High Court that the payment of funds to
parliamentary purposes by Trades Unions was
illegal.]

THE SOUTH AFRICAN
ELECTIONS

BOTHAS DEFEATED.

LONDON, September 16th.

The sensation of the South African
elections has been the defeat of
General Botha by Sir Percy
Fitzpatrick at Pretoria.

It is expected that the Nationalists
will obtain a majority, but a far
narrower one than had been supposed.

PRESIDENT TAFT AND THE
REPUBLICAN SPLIT.

LONDON, September 16th.

President Taft, speaking at Beverly,
announced that he did not recognise
the differences between Progressive
and Regular Republicans. Each
section would receive equal support.

This announcement is regarded as
a climb-down from the hostile attitude
previously shown towards the In-
surgent Republicans.

SUPREME COURT.

Friday, 16th September.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND
(ACTING PRINCIPAL JUDGE).

A HOTEL-KEEPER'S CLAIM.

L. Gamsau, proprietor of the Astor House
Hotel, sued H. M. Knuth for \$62.18 due on
chits and for goods supplied. Mr. Gardiner
appeared for the plaintiff and Mr. F. X. Castro
d'Almeida appeared for defendant.

CLAIM AGAINST ROBINSON PIANO COMPANY.

The action in which Donald Harvey claimed
\$600 from the Robinson Piano Company, being
damages for detaining a bag of tuning in-
struments, was mentioned.

Mr. P. S. Dixon, for plaintiff, said he had
given notice to his friend that he intended to
renew his application for a jury. He did not
know whether his friend would oppose it or not.
Mr. Hett, for the defendant company, said
the only ground on which he would oppose it
was that it would be wasting the time of the jury
and of the Court.

Mr. Dixon said it was a question of damages
which it was very difficult to fix.
Mr. Hett agreed that it was difficult, so dif-
ficult that the jury would be wasting time in
considering it.

His Lordship said if Mr. Dixon was entitled
to a jury he had better have it.

The hearing was fixed for Thursday.

At the Mixed Court at Shanghai last week
before Magistrate Pao Yi and Mr. Schirmer
(German Assessor), Radolph Herman, described
as an auctioneer, of North Szechuen Road, was
charged with the forgery of a cheque for \$830
on the Tientsin Branch of the Sino-Belgian
Bank on August 31st, and with the forgery of
a cheque for \$850 on the same bank. Prisoner
was further charged with on divers dates
between August 31 and September 3, 1910, con-
spiring with J. A. Sinclair to cheat and defraud
Mrs. J. S. Compton and Woo Foh-kee and
divers other persons. Mr. Curtis, who defended,
said his client pleaded guilty to misappropriation,
but not guilty of forgery, conspiracy or larceny.
The Court found accused guilty upon all counts
and sentenced him to one year's imprisonment.

WITH DOG AND GUN IN THE
NEW TERRITORY.
THE ISLANDS.

These articles on sport in the New Territories
would scarcely be complete without some
reference being made to the many islands on-
veloping the mainland, including the large
islands of Lantau and Lamma, whilst the island
of Hongkong—which nowadays, and undeser-
vedly, has become almost neglected of sports-
men—also deserves mention.

On any of these three islands a day "with
dog and gun" may be spent profitably, while
there are a whole host of minor and less im-
portant islands, especially on the east and north-
east coast, among which a launch party could
obtain a variety of enjoyable sport. Few people,
I take it, are aware that the Island of Lantau is
considerably larger in area than Hongkong, or
that it has a peak towering over 3,000 feet into
the blue. If anything, it is even more rugged in
aspect than Hongkong, whilst the view from
Lantau Peak is grander than the outlook from
Victoria Peak, about which so much has been
said and written. There is rather more culti-
vation on Lantau than one meets with on
Hongkong Island, but the land under cultivation
represents but a mere fraction of its entire area.

The whole island really consists of a single
range of hills, the general direction of
which is from North-East to South-West
and which are separated from the mainland
only by the narrow Capsicum Pass, and the
small island of Mah Wan. The hills gradually
rise from a height of about 500 feet, at the
North-Eastern end, to their culminating point,
Lantau Peak, which is 3,050 feet above sea-
level. To the average sportsman, Lantau
presents many difficulties, and only the very
fittest should attempt a day's tramping on the
island. Those, however, who delight in climb-
ing breezy hill slopes, or whose fitness gives
them a certain immunity from fatigue, will
find good sport almost anywhere on the
island, partridge being fairly plentiful, while
one may also get quail, snipe and pigeon.

Snipe are certainly not numerous, but a few
brides may be got around the larger villages, es-
pecially where land has been reclaimed from the
sea, as at Tung Chung. Quail also are not
numerous, but the North-Eastern half of the
island is better for quail than the other and
more rugged half, as indeed it is for all feathered
game. In the South-Eastern half of the island,
deer are found in abundance, while some of
the older native Chinese say that wild pig were
at one time numerous, although now but rarely
or ever seen.

I have conversed with an old Chinaman,
who, as a youth, had taken part in a
pig hunt, and who had also joined in the sub-
sequent feasting. He described the wild pigs
as being short, dumpy animals with long heads
resembling in colour the ordinary Chinese
domestic pig.

Wild goats are also said to exist whose
ancestors were stray, tame goats kept by the
villagers, but although I have often been assured
of their existence I am still rather sceptical,
having traversed the hills on several occasions
without ever seeing a sign of them. Woodcock
are also to be found under conditions
already described in a previous article,
and of course pigeons and villages are
synonymous. I have already remarked on
the North-Eastern end of Lantau as the
best for feathered game, and anyone seeking
partridge should start at Capsicum and work
towards Tung Chung or Mai Wo. Taken
altogether, Lantau is well worth a visit, and to
get there one can either hire a launch, or go by
the passenger launch which runs daily between
Hongkong and Tai O.

The next important island of the New
Territories is Lamma, situated to the South-
West of Hongkong with its nearest point about
five miles from Victoria. In area it is only
about a quarter that of Hongkong, although in
general natural formation it presents the same
characteristics. The highest point on Lamma is
Mount Senhouse, at its southern end, which is
1,160 feet above sea level, the north half of
the island being less rugged, the highest point
being only about 500 feet. There are no deer
on Lamma, but there are partridge, quail and
pigeon, while a few snipe are occasionally met
with in the padi fields behind Yeung Shu Wan.
A couple of guns would secure a fair day's bag
on Lamma, but the island is too small to give
extensive sport. In the neighbourhood of Hong-
kong the only other islands worth visiting are
Mah Wan and Chung Hui in the Capsicum
Pass. These islands, from their position, act as
resting places for partridges flying between the
mainland and Lantau, and on Mah Wan
especially I have seen partridges surprisingly
numerous. The other islands, which include
Ping Chau, Cheung Chau, Aplikau and the
islands of Potoi, are not worth visiting in a
sporting sense, although Aplikau from its close
proximity to Hongkong might yield a few brace
of partridge. At one time, before British
occupation, Potoi possessed a few wild goats
which have been all killed or captured
by the villagers, while the last of the
partridges which used to exist were killed
by a party from Hongkong two years ago.
The Eastern and North-Eastern coast can only
be visited by those having leisure or means for
an extended launch trip, the whole of the coast
—especially around by Port Shelter—being so
broken up into groups of islands that an
ordinary day's shoot is out of the question.
Partridge are found on several of the large
islands, and all the channels are frequented
by duck from November to March, while along
the whole coast, which is wild and rocky in the
extreme, sea birds of many kinds find a home.
Coming nearer home, we have our own island
of Hongkong, which sportsmen of late years have
abandoned for the more varied and extensive

hunting grounds of the mainland. Hongkong,
however, is far from being a barren island in
more senses than one, and local sports would be
well advised if they gave the eastern half
of the island an occasional visit. All the hilltops
from Wong Nei Chung to Cape D'Aguilar, and
from Shaukiwan to Stanley are good for par-
tridge, especially around Taitam Bay, and between
Cape D'Aguilar and Big Wave Bay. A few
winter snipe may also be picked up around
Shek O, Hok Tei, Tai Tam Tuk, Stanley, and
Little Hongkong; and woodcock are also met
with at all these places, as well as at Repulse and
Deep Water Bays. The western and south-
western portions of the island are too densely
wooded to allow free shooting, but sportsmen
will find the entire eastern and south-eastern
portions comparatively open country. Deer
are found throughout the whole island, and they
even occasionally invade the Cemetery at Happy
Valley, and browse amid the gravestones, so
daring have they become through continued
immunity from human enemies. They are most
numerous about Aberdeen, and along the south
of the island towards Tai Tam Tuk, where the
dense undergrowth makes ideal refuge for them.
The Government, it is suggested, might
experiment and import a larger species of deer
whose progeny would be useful as a reserve
stock of fresh meat in time of war.

In next Saturday's issue of this paper the
writer will give the concluding article to this
series, when the vexed question of whether there
are or are not tigers in the New Territory will
be discussed, a subject about which so much
that is unnecessary and absurd has already been
written.

"SPORTSMAN."

LICENSING BOARD.

A meeting of the Licensing Board was held
yesterday afternoon at the Colonial Secretary's
Office, H. E. the Officer Administering the Gov-
ernment presided, and the others present were:
Hon. Mr. A. Thomson (Colonial Secretary),
Hon. Mr. Osborne, Messrs. T. F. Hough, A.
MacKenzie, and A. Shelton Hooper, with Mr.
G. A. Woodcock, secretary.

The business before the meeting was to con-
sider an application from Henry Samuel
Markham for the transfer to him from J. T.
Monahan of the hotelkeeper's adjacent licence in
respect of the Vienna Cafe.

Applicant in reply to the Colonial Secretary
stated that he had not held a licence before and
that he had been in the Colony for three and a
half years.

His Excellency—You are going in to manage
it?—Yes.

Mr. Hooper—Have you an agreement for any
length of time?

Applicant: No agreement.

The application, after being considered in
camera, was granted.

COMPANY REPORT.

HONGKONG COTTON SPINNING,
WEAVING AND DYING
COMPANY, LTD.

The General Managers submit to the share-
holders the following statement of accounts
covering the period from 1st August, 1909, to
31st July, 1910:—

The balance at debit of Profit and Loss
Account is \$52,043.66, which, after deducting
the sum of \$25,297.02 brought forward from
last year, shows a net loss of \$26,893.66. It is
proposed that this amount be carried forward to
next year's account.

Consulting Committee.—During the absence
of Sir C. P. Chater, C.M.G., Sir Hornumjee
Mody was invited to take his place. Sir
Hornumjee Mody and Mr. J. W. C. Bonnar
retire, but being eligible offer themselves for
re-election.

Auditor.—The accounts have been audited by
Mr. F. Maitland, in the absence of Mr. W.
Hutton Potts, who offers himself for re-election.
JADEITE, MATTHESON & CO., LTD.
General Managers.

Hongkong, 12th September, 1910.

BALANCE SHEET 31st JULY, 1910.

LIABILITIES.	
Capital account	\$1,250,000.00
Sundry creditors	835,318.87
Unclaimed dividends	4,033.30
Equalization of dividend fund	20,000.00
	\$2,109,352.14

ASSETS.	
Property—comprising land, build- ings and machinery	\$1,303,507.95
Furniture, as per last account	\$3,209.49
Since expended	32.45
	3,241.94

Less written off per last report	3,209.49
Sundry debtors	32.45
Cash	1,355.14
Cotton, value of stock	249,133.87
Yarn, value of stock	454,291.00
Waste, value of stock	19,019.25
Mill stores, value of stock	42,781.00
Coal stores, value of stock	3,492.71
Fire insurance and taxes pertain- ing to period after 31st July, 1910	2,990.50
Profit and loss account	28,893.66
	\$2,109,352.14

Dr. PROFIT AND LOSS ACCOUNT.
To loss in working \$52,043.66 || To remuneration to consulting com- mittee | 3,000.00 |
| To auditor's fees | 250.00 |
| | \$55,293.66 |

Cr.
By balance from last year \$26,297.02 || By transfer fees | 103.00 |
| By balance | 28,893.66 |
| | \$55,293.66 |

SPORTING NOTES.

The Kowloon Cricket Club open their season to-day with a practice match. The Club, it is understood, has obtained the services of several promising players, and the coming season bids fair to be a successful one.

Interest in the interport meeting at Shanghai is not so keen among cricketers as might be expected, and it is even said that there will be some difficulty in raising a team. I hear that the visit of the Hongkong team is likely to be postponed till May next, the beginning of the cricket season in the northern port, and that Shanghai will come down here in the following October.

At the Y.M.C.A. on October 8th the prizes won at the last billiard tournament will be presented. The winners are—1st.—Mr. B. W. Bradbury, 2nd.—Mr. H. G. Wynn, 3rd.—Mr. R. D. Wilks.

The fourth meeting of the Gymkhana Club will be held at Happy Valley this afternoon, weather permitting. Good entries have been received for the different events on the programme, and provided the weather is favourable the meeting should be productive of good sport. The intervals between events will be enlivened by selections of music to be played by the band of the Buffs.

The V.R.C. are holding their annual aquatic sports in the Club bath on the 22nd, 23rd and 24th instant. Besides the numerous Club events on the programme there is an open half-mile for the championship of the Colony. This race will be swum in the harbour, and there will be doubtless many aspirants for the title.

We may expect to see a large number of entries for the harbour swim for the China Mail Cup, which is to be brought off on the 27th instant under the auspices of the V.R.C. As in previous years, the start will be from the police pier at Kowloon and the race will finish at the piers wall between Murray Pier and the V.R.C. Previous winners and their times are:—1906, G. R. Beetham, B.G.A. ... 27.42; 1907, A. E. Thomas (H.M.S. Tamar) ... 23.30; 1908, A. E. Thomas (H.M.S. Tamar) ... 26.00; 1909, C. J. Cooke (Hongkong) ... 29.26.

Boy Kinney, the young American middle-weight boxer who has defeated all comers in Manila, arrived in the Colony yesterday morning by the s.s. *Timony* and has put up at the Astor House Hotel. Kinney is about 28 years of age, about 5 feet 10 inches high, and has contracted to weigh in at three o'clock on the afternoon of the fight at 165lbs. This means that he will enter the ring at something like 168lbs, so that Bill Lewis is giving away approximately 25lbs.

This is a big weight to give away to a professional, but Lewis appears to be satisfied, so there can be no cause for complaint. The little Australian is keeping his sparring partners busy in his training quarters at Whitaker's, and is in the pink of condition. Arrangements have been made for Kinney to train in the V.R.C. gymnasium, and there will be no doubt large crowds at the Club nightly to witness "the dark horse" from Manila at work.

I learn from one of the Manila papers that Kinney, who was an amateur champion in California, turned professional just before his departure for the Orient. Since his arrival in Manila he has conducted boxing classes both at the Columbia Club and the Olympic Athletic Club with considerable success. He states that after his engagement with Lewis in Hongkong, he will be free to take on champion wrestler Carlson, the heavy bruiser of Olongapo, William Bucklow, and any other boxer having ambitions for a match.

In addition to the big fight of 25 three-minute rounds, Mr. Whitaker has arranged a number of preliminaries, most of which promise exciting sport. Gunners Bedbrook and Hubbard are to go ten rounds, and as both men are in fine form it is anticipated that the fight will be well worth seeing. Another ten rounds has been arranged between Kinsland of R. G. A. and Sinden of H.M.S. *Olio*, while Boucher and Philpot meet again in an eight round contest which promises to be a scorching throughout. Another eight rounds for a side bet takes place between Loughran and Rickwood.

Seaman Grant, who for a time held the heavyweight boxing championship of Hongkong, and whose victories were gained more by brute strength than by any special science in the art, has been having a rough time at home. At the Cosmopolitan Gymnasium, Plymouth, last month, Grant, who styles himself the heavyweight champion of the Mediterranean, was matched against Petty Officer Curran for a fifteen round contest. According to the report in the *Mirror of Life*, the 4,000 spectators present were treated to a rattling good evening's sport. The report proceeds:—

Curran entered the ring punctually at 9 o'clock, having as his seconds Young Lippe, Young Kennedy, Sam French and Engleton. The Mediterranean champion followed four minutes later, being attended by W. Horton, Tom Bridgman, Jim Leonard and T. Mead. Curran wore a large green sash around his waist and appeared to be in the pink of condition. Grant also looked very fit, but was not so heavy as Curran, although the difference in weight was very little. The usual preliminaries disposed of, the men came together for the initial round, and it was very quickly apparent that Curran was bent on bringing the bout to an early termination. Right from the gong Curran did not give

Grant a moment's rest, but set about administering the coup de grace in the quickest possible time. In less than twenty seconds Grant was on the canvas for the count of eight. He rose, to be again dropped. He rose once more, only to be again sent down. Grant was compelled to seek refuge on no fewer than eight occasions in the initial round, and the gong eventually came to the Seaman's rescue. The second round was a repetition of the first and after going down four times Grant was eventually counted out at the fifth time. On one of two occasions Grant made attempts to lead, but his punches were quite ineffective, and the ex-Petty Officer took no notice of them. Curran won in ridiculously easy fashion.

The automobile race which the Manila papers had been "boasting" for some weeks came off last Sunday, and though the *Cablenews* devotees about a couple of columns to the event the bold black headlines tell us that it was a "miserable fiasco," and that "clean sport in Manila has been given a deplorable set-back by complete failure." I miss in the report a reference to the "Charron Automobile Association of Hongkong," which the preliminary puff represented as having suggested the meeting. Five cars had entered, but only three came to the starting line, and the reporter says that "automobile racing enthusiasm came to an untimely though peaceful end in the hearts of the largest cosmopolitan crowd of Manila gathered together for any sporting event in a long while, their number variously estimated from four to five thousand."

OBSERVER.

THE ALLEGED ENGLISH SPIES IN GERMANY.

THEIR STRANGE SILENCE.

A special correspondent of the *Daily Mail* telegraphed from Emden, on Friday, August 26th, as follows:—

The two Englishmen, Messrs. Brandon and Trench, who are imprisoned here on a charge of spying on German fortifications and taking photographs of them, have been examined by a judge, who has now concluded his preliminary inquiry. A report by the judge has been forwarded to the senior public prosecutor of the empire at Leipzig, and that functionary must now decide whether or not there is sufficient material to indict the prisoners on the charge of high treason. If he decides in that sense he will formulate an indictment, and the two prisoners will be transferred forthwith to Leipzig to await trial by the Supreme Court of the Empire there after an interval of several weeks. Perhaps three months might elapse before the trial.

If, however, the senior imperial public prosecutor decides that there is insufficient material for an indictment for high treason the local Prussian public prosecutor at Emden will formulate a charge of trespassing on military grounds. The case will then be tried in the local court.

SOME ALTERNATIVES.

Supposing the Supreme Court convicted the prisoners of high treason with intent to injure Germany, the minimum punishment would be a year's and the maximum ten years' hard labour. If convicted of treason without deliberate intent to injure Germany the prisoners would be liable to imprisonment, or with mitigating circumstances to a fine, and supposing that the local court convicted them of the minor charge of trespassing the prisoners might escape with a fine or short term of imprisonment.

The whole affair is still surrounded in mystery. The sensational reports which have been circulating during the last few days may turn out to be unfounded. Some of them are certainly untrue. The story of a code-book having been found on the prisoners is a pure invention. It is likewise false that Brandon merely said, "I come from London," and gave no address there.

Trench stated that recently he had been residing in Copenhagen to learn the Danish language, and this has not been proved to be untrue. The most serious feature of the case, as seen by the authorities here, is the persistent refusal of Brandon and Trench to say who they are and where they live. This reticence is observed not only toward the authorities, but also toward the Emden lawyer, Herr Habersfelder, delegated by the local court to watch over their interests. Their urgent request to be allowed to entrust their defence to an English lawyer has been conceded, and a London solicitor has already started for Germany to take up the case. This permission to employ a foreign lawyer is almost unprecedented, and is regarded as stretching a point in the prisoners' favour.

Meanwhile, Herr Habersfelder has made formal application to the Supreme Court to release both prisoners immediately, claiming that there is no justification whatever to detain them under arrest. The Supreme Court will give its decision on this point within a day or two. Herr Habersfelder was unable to offer bail in case the Supreme Court consented to a conditional release, because no money is available for this purpose.

TRENCH'S CHIVALRY.

Reckless inventions have been perpetrated, apparently with a view to prejudicing public opinion against the prisoners. In particulars of the arrest of Trench it was stated that he attempted to fly from justice and was seized only after a struggle. The truth is that after Brandon's arrest Trench could easily have escaped over the Dutch frontier, which is quite close.

The authorities did not know of his escape. Trench, instead of leaving the country, proceeded from Horkum to Emden voluntarily and reported himself to the authorities as Brandon's companion, declaring that he could testify to Brandon's innocence. After making his declarations he went away, leaving word that he was staying at the Union Hotel, where his arrest came two hours later without the least resistance. Trench speaks German, Danish, and Dutch, all with a strong English accent, but fluently. The authorities have now taken steps to investigate his recent life at Copenhagen.

Both prisoners are in solitary confinement, and are not allowed to communicate with one another. They are permitted to read and write, but they have no communication with the outside world except under the examining judge's supervision. The judge also scrutinizes communications addressed to them. No visitors are allowed to see them. Even Herr Habersfelder is not allowed to speak to them except in the presence of some judicial functionary. To-day I was enabled to transmit through official mediation an invitation to Brandon and Trench to make a statement on their case for publication, but they declined. They maintain an unbroken reserve.

THE OPIUM HABIT.

ITS SPREAD IN LONDON.

A London contemporary says:—When the Indian Budget was discussed in the House of Commons, on the eve of the adjournment, the recess, several allusions were made to the decline of the opium habit in India and China, but our legislators were curiously silent as to the baffling rapidity with which the habit is spreading in London.

This assertion is not made without ample evidence. Medical men carrying on their profession are confronted daily by cases, appalling in their character and terrible in their results, which are attributable to no other cause than the use of pure drug. Its ravages are confined to no particular section of the community.

Many so-called "inhabited" homes are entirely "run" for the treatment of opium victims—generally "smart" women whose life of excitement has exposed them to the insidious craving—while the chaplain of Holloway Prison some time ago declared to a lady visitor that the "downfall of a large percentage of the female prisoners could be traced to the use of opium in one form or another."

The investigations which have been conducted by a representative of the *Pail Mail Gazette* show how grave the evil has become, and how apparently impossible it is adequately to cope with it.

"How is the drug obtained? Many answers have been given to the question, but the cunning of the man or woman who is in the grip of the vice render detection almost impossible.

AN EXTRAORDINARY INCIDENT. There was one striking case which may be mentioned. A brilliant doctor had reduced himself to abject poverty and to a terrible state of emaciation by the use of morphia. In a moment of sanity he consented to go into a home, in order that his cure, under proper medical supervision and control, might be attempted. His friends assisted him, and on entering the home he was compelled to sign a paper promising not to receive letters or parcels without their being submitted to the doctor in charge.

A few days later he explained that, for the purpose of pursuing his studies, he required a microscope, and one was sent for. It duly arrived, and the doctor, noticing his patient's elation, asked to examine the parcel. As the microscope could come direct from a well-known maker the examination was cursorily made, and the patient took his purchase to his room. Some time afterwards he was missed.

A search was made, and at last he was found in an empty room, in a distant part of the house, quite insensible, with a phial of morphia beside him. When the administrator had seen the wretched man that the phial had been concealed in the body of the microscope, the firm who had supplied it were communicated with, and the only explanation of their action was that they could not afford to offend a good customer.

GRAVE ALLEGATIONS.

The serious character of such action under such circumstances will be admitted, but an even more grave charge is made against a happily small section of the West End medical practitioners. A well-known doctor is in possession of the full facts of a case of comparatively recent date in which a neurotic mother initiated her two daughters, twenty-four and twenty-six years of age, into the use of the drug. The family doctor discovered what was taking place, and eventually, in despair, declined to continue his visits.

A young doctor struggling to establish a practice was called in, with results satisfactory to himself. He made many hundreds of pounds out of the family, but both the young ladies died from the direct effects of the drug was the definite statement of one who knew all the circumstances.

There is another aspect of the question of the supply of the drug which is exciting the closest attention of those who are determined, if possible, to check the spread of the evil. Among the "fashionable" victims in the West End of London especially, it is the practice to obtain the drug from medical men, who willfully close their eyes to the evil that they are encouraging, in the guise of medicine. Even the happily limited number of practitioners who are prepared to supply their professional code of honour by such conduct, patients resort to the most extraordinary means of obtaining opium in one form or another.

A PUZZLING CASE.

One young lady puzzled the family doctor for many months, until at last suspicion was aroused, and a firm stand was taken. Each night she declared herself to be suffering from the most excruciating pain. Her screams were agonising, and sleep was impossible. Even the doctor's point of view the case was inexplicable, but the pathetic appeal for something to induce sleep was successful, and morphia was administered.

The effect was magical, but any cessation of the nightly dose was disastrous, and was perforce continued until the true position was fully appreciated, and drastic steps were resorted to in order that the craving might be checked.

That no inconsiderable quantity of opium arrives in this country from India and China by post is also generally understood. The victims in this country easily get into touch with persons in India who are past-masters in the art of concealing the drug, and send it in a form which prevents detection, while in the East End of London there are men who are believed to carry on a flourishing trade in the drug quite apart from the "Hop joints," or opium dens, which exist.

Even these vile haunts are, however, visited by clients who, depraved to such an extent as to render them callous as to their surroundings, steal from Kensington and Mayfair. Some time ago there were four such places in existence, one of them having been furnished by a West End firm at a cost of £2,000. They were, and still are, if well-informed persons are correct, all within a stone's throw of each other. To these places come society people, popular jockeys, and sometimes politicians, the charge for admission being, in at least one instance, as low as half a crown.

The imprugement of opium dens with opium is yet another phase of the evil which is rampant, especially, it is asserted, among the mill-girls of Lancashire, who find it irresistible as a sedative and means of obtaining temporary relief from the weariness and pain attendant on a life of toil.

A WIRELESS RECORD AT HONGKONG.

A correspondent of the *Naval and Military Record* mentions that H.M.S. *Bedford*, at Hongkong, was recently able to plainly read wireless messages sent by means of a 3-h.p. "Telefunken" aerial, from a point 700 miles to the west of Colombo, by the North German Lloyd steamer *Kleist* to H.M.S. *Victrola*. The distance in this case was 2,820 nautical miles, and it is worthy of note that, in order to reach H.M.S. *Bedford*, the electrical waves had to traverse the Gulf of Bengal, parts of the mountainous regions of Burma, Siam, and Indo-China, an achievement which must certainly establish a new record.

GENERAL NEWS.

DANISH SWEEDEARTS' MEETING.

A romantic story comes from New York of two exiles from Russia, meeting at South Beach, a bathing resort on Staten Island, and renewing a matrimonial engagement which was interrupted by the Russian Revolution. The former Governor of St. Petersburg, had been engaged to Baron Krudner, the Swedish statesman, but because she joined a society in St. Petersburg which her father considered of a revolutionary character he insisted on her leaving the city, and sent her to America. Baron Krudner took her part, and as this was deemed an exceedingly unwise action his relatives packed him out of Russia also. Neither knew the other was in the vicinity of New York when they came face to face with each other at South Beach. A renewed engagement has been the result, and the couple declare their intention of being married in America.

EYE-GLASSES FOR FOWLS.

The *Edgar* gives a list of curious inventions for which patents have been taken out in France. An American has taken out papers for eyeglasses for fowls, and another invention for a mechanical rising lat which performs the customary act of station by clockwork machinery. The motion which the head is slightly inclined. An automatic whip and a phosphorescent cardboard cat designed to scare rats and mice are other items named. A Frenchman had also an idea for the establishment, along the coasts of large air-pumps intended to draw into captivity warships of 22,000 tons displacement, even when they steam at twenty knots.

PHOTOGRAPHIC BRIDES.

The immigration officials at San Francisco have refused to permit two Japanese "picture brides" to enter the United States, and are holding them at the immigration station until they go through the regular American form of marriage ceremony.

These young Japanese women were "married" to photographs of Japanese men who are in California, the "marriages" being arranged by an Oriental matrimonial agency, which makes a business of furnishing brides for Japanese in foreign countries. The picture of the "bride" is taken before she leaves Japan. Under Far Eastern methods the photograph "marriage" is considered a sufficient wedding ceremony when the groom cannot go through the regular rites in person. But the American Government holds different views, and unless the originals of the photographs call for their brides at the immigrant station and participate with them in a legal marriage ceremony, the picture brides will be sent back to Japan at the expense of the bridegroom, who will be brought home to the United States.

AN OLD LONDON TYPE-FOUNDER.

The old building on the north side of Chiswell-street associated since 1735 with the famous type-founding firm of Caslon has been handed over to the house-breakers, the business having been transferred to new premises nearly opposite. William Caslon, the first of the line, was born in 1692 at Cranley, Worcestershire. He served his apprenticeship to an ornamental engraver, and was afterwards employed by the Government, in the office of the Surveyor of the Ordnance, and in 1716 set up in that business in Vine-street, Minorities, and added tool-making for bookbinders and silver-chasers. In the same year an eminent printer, John Watts, recognized Caslon's skill in cutting binding-punches and employed him for that purpose as well as for cutting type-punches. He also gave him the means to fit up a small foundry and introduced him to other printers. Caslon's business grew, and in 1735 he removed to Chiswell-street, where he carried on work so successfully that he eventually surpassed all his Continental competitors and was called by them "the English Elzevir," being particularly famed for his beautiful edition of Roman, Italian, and Hebrew ps. He was noted for his hospitality, and was fond of entertaining his guests to musical evenings at Chiswell-street, where Handel frequently delighted the company by his playing. Dying at his "country residence" at Bethnal-green in 1766, William Caslon was succeeded by his son, and since then the business has been carried on uninterrupted in the building which Londoners will know no more.

WOMAN LEADS "UNWRITTEN LAW."

For the first time in American history the "unwritten law" has been successfully pleaded by a woman in a murder case. Marie McLoughlin, a beautiful 18-year-old Southern girl, who had for some days been on trial on the charge of murdering her lover, Henry Smith, was acquitted on the plea of justification, which has of late years been so frequently raised by members of the opposite sex. The prisoner alleged that Smith, to whom she was engaged to be married, betrayed and deserted her. Later, finding that he had become engaged to another girl, she waylaid and shot him. This plea of the "unwritten law" and the whole circumstances of the case are quite in accordance with the Southern temperament, and the girl has been backed by the women's clubs of Louisiana, who claim for their sex the right to avenge their honour, which has been allowed to men by juries in several other States. Popular feeling had been running very high, and when the jury filed back into the court and delivered their verdict in favour of an acquittal crowds of sympathisers, mainly women, relieved their feelings by cheering vociferously. Attempts to restore order were quite unavailing.

BIORADIOGRAPHY.

Two doctors of Munich and an engineer have produced a remarkable apparatus, which will have far-reaching effects in surgery. By means of the X-rays they have succeeded in taking cinematographic pictures of the organs of the human body at work. We learn that the inventors call the new science a "biographography." It is the stomach, we are told, that has given the most surprising results, and that the accepted view of the process of digestion will have to be modified. The subject is given somewhat which neutralises the effects of the X-rays while the observations are being made. The discovery, if true, is verily a triumph of science.

WEATHER REPORT.

On the 16th at 11.55 a.m.—The barometer has risen moderately in E. Japan, and fallen slightly over S. China and the stations around the China Sea.

Pressure appears to be slightly low over the latter area, and a depression may be developing in the neighbourhood of the Maclelland Bank. Pressure is high over the Pacific to the S.E. of Japan, and over China to the North of the Yangtze valley.

Fresh N.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate to fresh; fair.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamocka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

GERMAN CROWN PRINCE AND KOREAN ANNEXATION.

[BY DR. EMIL REICH IN THE LONDON "DAILY TELEGRAPH."]

It is well known that the German Crown Prince is now about to start for Eastern Asia, and yesterday the news came that Japan has definitely annexed Korea.

Between these two facts there would in appearance seem little that suggests any correlation between them. In reality the German Crown Prince's "visit" to China and Japanese waters is a political move of incalculable importance, intimately connected with the policy of Japan and all the more significant in that it is meant to be no more than a friendly excursion of a young Prince. The following observations and reflections will, I hope, shed the right light on both events.

As to Japan, she acted in accordance with the one sound policy that a series of struggling islands must observe. Five years ago, in my "Imperialism," I pointed out that islands must necessarily strike out for Empire, otherwise they are swallowed up by the nearest continental Power. Ireland, Sicily, Corsica, Rhodes, Crete, Hormuz, Java, Formosa, and all the rest of them stand for the same reason, the same fate. Japan affirmed and consolidated her position as England, striking out boldly for Empire. As England is to the Continent of Europe so is Japan to the Continent of Asia. England found in the Fifteenth Century that her Empire could not be planted on the Continent. The Japanese evidently think that theirs can, and as a fact they have established themselves in Korea.

There is, however, that remarkable difference that while the medieval English tried to establish themselves in a continent proper, that is, in France, the modern Japanese have done so in a peninsula, which allows of their using their paramount sea power. The Japanese have done what the English might have done by holding firm to the Continent only, or the peninsula of France, corresponding to Korea in Asia. From the failure of the English in France one must therefore by no means infer the future fall of the Japanese in Korea.

Nevertheless, the tone and permanent objective of the Japanese Imperialism is not and cannot be anything else than the numerous islands straddling the Chinese and Indian Seas. Here is the crux of the whole question, and here is the connection with the German diplomatic trip. For these islands (Java, Sumatra, Borneo, Timor, and untold small groups) are now mostly in the possession of the Dutch. It is for those rich and, in German lands, exceedingly valuable Dutch Colonies that the Germans preserve all their strength, concentrate all their policy, and direct all their sympathies and national energies. It is for these Dutch Colonies that Germany must strike a hostile attitude to England, where it is considered, at any rate by a Tory Government, that he who touches Holland touches England.

If, therefore, Japan should, as the recent annexation seems to indicate, advance her inevitable Imperialism on continental lines—if, instead of spreading southward to the islands, she should by an equally inevitable fate embrace herself more and more on the Continent of Asia—then Germany, instead of fighting for the Dutch Colonies in Europe and in Asiatic waters against the Japanese, too, should be in a position to win the Dutch Colonies in Europe alone.

The Crown Prince's trip is meant to see clearly in what is Germany's capital concern: The feasibility or unfeasibility of the acquisition of the Dutch Colonies. Should the Crown Prince and his councillors convince themselves that Japan prefers to persist on the continental line of her Imperial career; or that Japan would be satisfied with a share of sovereignty in the islands; then Germany will not hesitate to ally herself with her Imperial career, to which her vigorous growing population renders her absolutely bound and tied. In that case the return of the Crown Prince will be a signal triumph for the patient and far-sighted policy of the Court of Berlin.

Should, however, the Crown Prince learn that Japan does not mean to let the island slip into German hands; that the presence of Russia, China, France, and Great Britain constitutes a sufficient apprehension of Great Power in Eastern Asia, and that to suffer the advent of a fifth Great Power, of Germany, could not possibly accommodate her; should she see all that, and her past actions vouchsafe her sound judgment; then Germany's entire policy must undergo a profound change. For him who pays due attention to the connection among the big and international events there can be no doubt that the Crown Prince's journey to East Asia is carried out for motives identical with similar diplomatic visits to Russia, shortly before the Franco-German War. At that time the German Empire depended on the neutrality of Russia, now the flanks of German international strategy depend on friendship with Japan. Germany (Bismarck) found proposals strong enough to quiet Russia. Germany may find similar proposals for Japan. In international politics, where, as Spinoza, Edmund Burke, and Bismarck admit, nations are to one another in *stato naturali*, there is only one law— expediency; and to a resourceful Chancellor there is no end of resources even after the quality of conscience has been exhausted. It would have undoubtedly been more "natural" and less liable to suspicion had the German Crown Prince gone on a visit to South America, where many thousands of Germans have settled, and where German military teachers are drilling the young armies of Latin America.

There is, finally, a very particular reason why the Crown Prince is repairing in person to the most important strategic region outside Europe of German policy. The islands in the Chinese and Indian seas are great mysteries. Scientifically they are poorly studied, and the Dutch take from every one of their servants (including soldiers, officials, &c.) an oath that he will not reveal the state of the islands. A personal visit alone can possibly help to arrive at a clear and tolerably complete comprehension of what, politically, is going on in the islands. The trip of the German Crown Prince is part of that German *Sachpolitik* which means to make plans on the basis of competent knowledge of what actually is, and not what one fondly imagines to be.

CHOLERA RAVAGES.

133,000 VICTIMS IN RUSSIA.

St. Petersburg news by yesterday's mail says:—

The great cholera epidemic shows no signs of waning in Russia. The number of fresh patients in St. Petersburg varies between fifty and seventy daily.

In the southern provinces the disease is daily making greater strides because of the peasants' distrust of medical men, whom they accuse of causing the disease for their own profit. The scourge has now spread over practically the whole country.

Official reports state that there have been 133,000 cases. As soon as the disease breaks out in a village the panic-stricken people flee elsewhere, carrying the cholera with them. In some places the children were left, starving by the corpses of the victims. Coal mines are deserted through the men fleeing for safety from the disease.

LIVE HAIR CLEAR SKIN



Assured by the Use of CUTICURA Soap and Ointment

All who delight in a clear skin; soft, white hands; a clean, wholesome scalp and live, glossy hair will find that these pure, sweet and gentle emollients realize every expectation in promoting skin and hair health and bodily purity.

Sold throughout the world. Depot: London, 27, Abchurch Lane, E.C. 4. Paris, 10, Rue de la Chaussée d'Antin, 86. New York, 15, N. 4th St. Philadelphia, 12, N. 3rd St. San Francisco, 12, N. 3rd St. Hongkong, 12, N. 3rd St. Singapore, 12, N. 3rd St. Calcutta, 12, N. 3rd St. Rangoon, 12, N. 3rd St. Bombay, 12, N. 3rd St. Madras, 12, N. 3rd St. Ceylon, 12, N. 3rd St. Java, 12, N. 3rd St. Sumatra, 12, N. 3rd St. Borneo, 12, N. 3rd St. Timor, 12, N. 3rd St. Moluccas, 12, N. 3rd St. Celebes, 12, N. 3rd St. Sulu, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo, 12, N. 3rd St. Zamboanga, 12, N. 3rd St. Manila, 12, N. 3rd St. Cebu, 12, N. 3rd St. Davao, 12, N. 3rd St. Baguio, 12, N. 3rd St. Pangasinan, 12, N. 3rd St. Ilocos, 12, N. 3rd St. Negros, 12, N. 3rd St. Mindanao, 12, N. 3rd St. Philippines, 12, N. 3rd St. Iloilo,

IN THE GRIP OF THE "CREEPING DEATH."

HOPELESSLY PARALYSED—SENT HOME TO DIE.

THE EXTRAORDINARY CASE OF MR. MANN, OF RANGOON.

A few years ago all that could be said of Mr. W. Mann was that he was a pitiable, helpless, human wreck, for Paralysis had fastened on him so completely that his physicians, declaring his case to be hopeless, had sent him home from Hospital to die. Yet recently Mr. Mann, now well and strong once more, was able to say to a visitor at his home, No. 4, Merchant Street, Hongkong:

"My remarkable cure by Dr. Williams' Pink Pills is complete and permanent, the doctors have marvelled at it."



MR. W. MANN, OF RANGOON.

CURED OF PARALYSIS BY DR. WILLIAMS' PINK PILLS.

Before the years of sickness came which led up to and culminated in the dread disease, so aptly termed the "Crippling Death," Mr. Mann was a well-built, muscular British soldier, with long service in the Royal Garrison Artillery to his credit, during which he had been through two campaigns, one against the Afghans in 1878-80, and the other in Burma in 1887. The more idea then that he would ultimately become a helpless bed-ridden paralytic would have seemed the height of absurdity.

But by degrees his system weakened, his health became more and more unsatisfactory, his nerves gave way, until one day in 1897, to use his own words, "Suddenly, without any warning a violent tremor ran down my spine, my legs shook under me, for a moment I was stunned. The stroke was so sudden and so violent that it completely unnerved me, and immediately it passed I grew dizzy and faint."

LAGGING LIMBS AND EXCRUCIATING PAINS.

"I went to the doctor without delay," continued Mr. Mann, "but I could not conquer my dread that this stroke was not all that I should have to suffer. And my fears were realized. Before long the dreadful grip of Paralysis began to fasten upon me. My legs lost strength and gave way under me. My left leg began to lag. My left arm failed me next and I was taken with a strange numbness. Three weeks after the symptoms had appeared in my foot, the Paralysis had crept on so much that my left side was almost paralysed. If I did like this," and Mr. Mann bent his arms backwards, extending his chest, "an excruciating pain would shoot through my chest. It was though my heart were being dragged out with pincers."

"The PARALYSIS CREEPS ON," and finally I was taken to the hospital more dead than alive. By this time my left side was practically dead, the lower part of my body was similarly benumbed, and the lower portions of my arms were useless."

A TERRIBLE EXPERIENCE.

"Day after day went by and I was dying by inches. In the night my foot would draw up and become numb with cold, for, although the muscles and sinews were beyond my control, they would contract. Then I knew the pain that breaks the stoutest heart. Of course there was no actual feeling in the lower parts of my legs, but here," and as he spoke Mr. Mann passed his hands down his thighs, "I suffered what you must feel who have their legs taken."

TAKEN HOME TO END HIS DAYS.

"Then, when there was no hope of my recovery, I was taken home. In hospital I had been entirely fed on milk, but at home the nurse gave me whatever she thought I could eat, as death seemed so close. It was whilst I was lying there half-dead, paralysed beyond human aid, that there came to me an idea. I had often read of the wonders which Dr. Williams' Pink Pills for Pale People had accomplished and I felt a desire to try them. I sent for a supply of the Pills at once."

"IT WAS WONDERFUL"

Here Mr. Mann stated his narrative for a moment, and then in a tone full of conviction and sincerity he said, "It was wonderful—wonderful!"

"After three bottles of Dr. Williams' Pink Pills I felt that ahead of me, how far off I knew not—was the promise of life again. The first time my legs began to move, I was able to sit up myself, and after a few more bottles I found that I had the strength to get up. I persevered with Dr. Williams' Pink Pills, never missing a dose when it was due on any account, and my progress continued, from day to day I felt better and better. Then I knew that my troubles were nearly ended and that I was getting well."

"After a steady course of these marvellous Pills I finally became cured and strong again, and then I went back to my old mode of life, taking plenty of exercise and eating my food in a hearty manner. I have had no touch of Paralysis since and am my old weight again. In fact my remarkable cure, thanks to Dr. Williams' Pink Pills, is complete and permanent. The doctors have marvelled at it. Many medical men have since examined me and pronounced me thoroughly cured."

Paralysis is the last and worst form of Nervous Disease; Mr. Mann's case is a eloquent proof that Dr. Williams' Pink Pills for Pale People cure Paralysis just as they cure Nerve Debility in every other form. There is an excellent reason. These Pills give new, rich red blood, which revitalises exhausted nerves and builds up the debilitated system. In this way they have cured almost numberless cases of Paralysis, Sciatica, St. Vitus' Dance, Beri-Beri, Neuritis, Mental Debility, and Early Decay. They are likewise unrivalled in cases of Anemia, Indigestion, Liver Complaint, Back-pain, Malaria, Eczema and other Skin Disorders, and the special ailments of women. Obtainable at all chemists where medicines are sold, or post free, price \$1.50 for a bottle, or \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 84, Seachuen Road, Shanghai.

SAFETY SUBMARINES.

ENGINE TO ELIMINATE RISK OF EXPLOSIONS. A series of tests are now being carried out at Portsmouth which, if successful, will largely eliminate the risk of explosion attendant on the use of submarines. These experiments it is reported are in the direction of substituting an engine consuming crude oil for the present petrol engines which carry in them such direful possibilities of disaster and death. There are few substances more dangerous than petrol, and by far the greatest of all risks attendant on submarine navigation is that of an explosion or asphyxiation from an escape of vapour when the submarine has dived.

In the British Navy alone in the last seven years there have been no fewer than six disasters entirely due to the use of petrol. These were:—

February 12, 1903: Explosion on A. 1. Six killed and eight injured.

February 16, 1905: Explosion on C. 5. Six killed and eight injured.

October 17, 1905: Explosion on A. 4. No lives lost.

June 13, 1907: Explosion on C. 8. One officer and two men killed.

June 11, 1909: Explosion on A. 4. Four injured.

August 6, 1910: Explosion on A. 1. Two officers and five men injured.

OTHER NATIONS' PROGRESS. An engine consuming crude oil would obviate many of the possibilities of disaster of this kind. But the great difficulty in the way of naval engineers is to construct one light enough for use in a submarine which would consume this fuel. As soon as an engine answering these requirements is built one of the greatest problems of submarine warfare will have been solved.

All the British submarines are now run entirely by petrol motors, but it is understood that the French Government have already abandoned the type, and have an effective oil engine in use.

The Germans are also believed to have made rapid strides in this respect. They have had a great deal of experience with the Diesel engines, which are quickly creating a revolution in marine engineering. It is not unlikely that they are being fitted in the new German submarines.

These Diesel engines consume a heavy oil, and are entirely different from those used for the consumption of petrol.

An authoritative announcement regarding the progress that is being made with internal combustion engines for use in all types of warships, coupled with the new development in regard to submarines, indicates that there is a tremendous future for oil fuel as the motive power for the world's navies.

Anthracite coal has been found excellent for producing the gas for internal combustion engines, but the supply of anthracite is scarce, and the bunker capacity needed to carry a sufficient quantity is great. Everything points to oil as the motive power of the ship of the future, whether for naval or commercial purposes.

FUTURE OF OIL FUEL.

The steam turbine effected a revolution in engineering. There are now great possibilities about the internal combustion turbine fuel by oil. It has not made vast progress so far, but there is good reason to believe that it will come in time.

The superiority of oil over coal has been conclusively proved from every point of view. Its heat value, weight for weight, is more than a third greater than that of Welsh coal. With oil there are no difficulties compared with those caused by dirty tubes and clinking of fires, which put a boiler out of service for an appreciable period every few hours.

But the greatest advantage of all is that oil fuel gives a ship a greatly increased radius of action. A ton of oil requires only thirty-eight cubic feet of storage, against forty-four cubic feet of a ton of coal, so that a ship with her bunkers full of oil can steam much farther than one with bunkers of the same capacity filled with coal.

CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

St. Peter's Church, Queen's Road, West. 17th Sunday after Trinity, 18th September, 1910. 11 a.m. Preacher, Rev. C. D. T. Thomas. Ven. T. Tucker, 2nd. Ven. B. B. (Major and minor). Felton and Bantline. Te Deum, Laudes, Credo and Hymns; Kyrie, Vespers, Hymns, 6.30 p.m. Preacher, Rev. Sandon Payne; Psalm, Stainer and Smart; Magnificat, Beethoven 27th and 31st; Hymns, 14th and 15th.

The Church Service "Dayspring" will call on ships carrying white crews to bring friends ashore to the Services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.40 and 6.15 returning afterwards). "Answering Penman" is the "all day" All the citizens are free and unapproached. Visitors welcome. Books, &c., provided. Sunday school 10 to 10.45 a.m.

St. John's Cathedral, Hongkong, 17th Sunday after Trinity, September 18th. Harvest Thanksgiving Services. Holy Communion (6.15 a.m.) and 11 a.m. (11 a.m.) 1st. Preacher, Rev. C. D. T. Thomas. Ven. T. Tucker, 2nd. Ven. B. B. (Major and minor). Felton and Bantline. Te Deum, Laudes, Credo and Hymns; Kyrie, Vespers, Hymns, 6.30 p.m. Preacher, Rev. Sandon Payne; Psalm, Stainer and Smart; Magnificat, Beethoven 27th and 31st; Hymns, 14th and 15th.

St. Andrew's Church, Nathan Road, Kowloon. 17th Sunday after Trinity, 18th September, 1910. Morning Service at 11 a.m. Holy Communion at 10.00. Evening Service at 6 p.m. Sunday School at the Village at 10 a.m. Services on Sundays are—Holy Communion on 1st, 2nd and 14th Sundays on the month at 8 a.m. on 1st, 3rd and 5th Sundays at noon. Morning Prayer at 11 a.m. Evening Prayer at 6 p.m.

Union Church, Kennedy Road.—Sunday, 18th September, 1910. Special Preacher, Mr. H. S. MacKenzie. Worship 11 a.m. Psalm, 145 (Dut). Hymns, 135, 307 and 415. Anthem, "God shall wipe away all tears." Worship 6 p.m. Hymns, 145, 129, 425, 51 and 517.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 15th instant, and is expected here on the 26th instant.

The N.Y.K. str. *Hiogo Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 14th instant, and is expected here on the 26th instant.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th instant, and is expected here on the 28th instant.

The Apec str. *Japan* from Shanghai and Kobe left Moji on the 16th instant morning, and may be expected here on or about the 20th instant.

As your teeth are wanted to last—for years to come—begin now to use

Calvert's Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by Local Chemists and Stores, &c. Calvert & Co., Manchester, Eng.



CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

BARCLAY, PERKIN'S FAMOUS LONDON STOUT.



The Leading Brand in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure. English Oil. Not made of Glycerine. Insist on SAVARESSE'S.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting his section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
LONDON, &c. via Usual Ports of Call.	DELTA	Brit. str.	—	P. W. H. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	STYRIA	Brit. str.	—	D. C. Gregor, B.N.E.	P. & O. S. N. Co.	About 5th Oct.
COBLENZ	RUSSIA	Dan. str.	—	—	MELCHERS & Co.	On 1st Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 2nd Nov.
HAVRE, HAMBURG & ANTWERP, &c.	BADEIRA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 6th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 13th Oct.
MARSEILLES, LONDON & ANTWERP	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 6th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARNAVOONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Franch. str.	—	Lancelotti	MESSAGERIES MARITIMES	On 27th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Ger. str.	—	P. E. Cope	NIPPON YUSEN KAISHA	On 28th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Ger. str.	—	Doi	HAMBURG-AMERIKA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAKEISZ	Ger. str.	k. w.	R. Takeda	NIPPON YUSEN KAISHA	On 12th Oct. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Ger. str.	—	Kneisel	HAMBURG-AMERIKA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VORWARTS	Ger. str.	—	H. Frazer	NIPPON YUSEN KAISHA	On 26th Oct. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUELOS	Ger. str.	—	B. Bedard	SANDEE, WIEBER & Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUVERIO	Brit. str.	—	H. Fornes	MELCHERS & Co., Ltd.	On 21st inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUVERIO	Brit. str.	—	F. S. Cowley	DOUGLASS & Co., Ltd.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-day, at 6 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PANAMA MARU	Ger. str.	—	T. Ogata	OSAKA SHOSEN KAISHA	On 21st inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUBA MARU	Ger. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 15th Oct. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAKEBA MARU	Ger. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUYO MARU	Ger. str.	—	—	TOYO KISEN KAISHA	On 22nd Oct. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 30th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th Oct. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Ger. str.	—	M. Kugi	NIPPON YUSEN KAISHA	On 28th Oct. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Ger. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 29th inst. at 5 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Ger. str.	—	Bouman	NIPPON YUSEN KAISHA	On 28th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIENSHAN	Brit. str.	—	U. Hooker	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUOHOROW	Brit. str.	1 m.	V. McClymont-Liddell	BUTTERFIELD & SWIRE	On 25th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	—	C. Lindbergh	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIAN	Brit. str.	—	Raich	SANDEE, WIEBER & Co.	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOKSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 26th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINWA	Brit. str.	—	A. Harris	BUTTERFIELD & SWIRE	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, B.N.E.	NIPPON YUSEN KAISHA	On 28th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCENIKEN	Franch. str.	—	Wagner	HAMBURG-AMERIKA LINE	On 26th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAKEISZ	Ger. str.	k. w.	Terakawa	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BOMBAY MARU	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 4th Oct. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dan. str.	—	H. Koops	MELCHERS & Co.	On 6th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAJIKINI	Dut. str.	—	J. Kaburuki	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIJIN MARU	Ger. str.	—	J. W. Evans	OSAKA SHOSEN KAISHA	To-morrow, at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAITAN	Brit. str.	2 h.	A. H. Stewart	DOUGLASS LAFRAIX & Co.	On 20th inst. at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAITAN	Brit. str.	2 h.	A. H. Hodgins	DOUGLASS LAFRAIX & Co.	On 23rd inst. at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAITAN	Brit. str.	2 h.	A. H. Hodgins	DOUGLASS LAFRAIX & Co.	On 19th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIENSHAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SINGAN	Brit. str.	—	A. Fraser	SHAWAN TOMES & Co.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CAPIRO	Brit. str.	—	P. Penfather	BUTTERFIELD & SWIRE	On 19th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIHO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUENSHAN	Brit. str.	—	R. Redger	SHAWAN TOMES & Co.	On 24th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGSANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 21st inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KALPONG	Brit. str.	—	F. Sembill	MELCHERS & Co.	On 24th inst. at 9 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Ger. str.	—	Y. Nemura	NIPPON YUSEN KAISHA	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOSA MARU	Ger. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LAISANG	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THLATAP	Dut. str.	—	—	—	—

SHIPPING.

ARRIVALS.

AUSTRIA, Austrian str., 4,871, G. Raich, 16th Sept.—Singapore 10th Sept., General—Sander, Weller & Co.

DELTA, British str., 4,780, B. W. Brown, 16th Sept.—Shanghai 13th Sept., General—P. & O. S. N. Co.

Hsin Chiao, Chinese str., 1,258, W. Jamieson, 16th Sept.—Chafes 10th Sept., General—O. M. S. N. Co.

LIAN, British str., 1,616, Sept.—Canton.

PATHAN, British str., 3,176, E. A. Chaplin, 16th Sept.—Liverpool 2nd Sept., General—Doddwell & Co.

PROBETHEUS, Norwegian str., 1,024, O. Kornelissen, 15th Sept.—Manila 12th Sept., General—Angard, Thorson & Co.

TAMING, British str., 1,350, G. H. Ponnath, 16th Sept.—Manila 13th Sept., Hump and General—Butterfield & Swire.

WESTFOLD, Norwegian str., 1,172, Berfelsen, 15th Sept.—Bangkok 8th Sept., Risco—China Steam Nav. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
16th September.

Delta, British str., for Europe, &c.

Hsin Chiao, Chinese str., for Canton.

Monopolia, American str., for San Francisco.

Omura Maru, Japanese str., for Dairen.

Pathan, British str., for Shanghai.

St. Albans, British str., for Australia.

Zafiro, British str., for Manila.

DEPARTURES.

16th September.

CHOWFA, German str., for Hoihow.

EASTERN, British str., for Shanghai.

GERMANIA, German str., for Amoy.

HACHING, British str., for Swatow.

LIBERIA, German str., for Singapore.

LOKANG, British str., for Canton.

LOONGSANG, British str., for Manila.

LYEEMOON, German str., for Saigon.

MICHAEL JENSEN, German str., for Hoihow.

PAOTING, British str., for Chafes.

PITSANULOK, German str., for Bangkok.

TJILWONG, Dutch str., for Amoy.

SHIPPING REPORTS.

The British str. Teming reports: Light to moderate variable winds, sea slight with passing showers, clearing towards arrival.

The British str. Pathan reports: Moderate S.W. winds to 8th parallel, light breeze from N.E. to East with fine weather from thence to port.

VESSELS IN DOCK.

September 16th.

TAIKOO DOCK.—Union, Demeter, Tenyo Maru, Yunnan, Sunghang.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Prinz Eitel Friedrich, carrying the German Mail with dates from Berlin of the 24th ultimo, left Colombo on the 10th instant p.m., and may be expected here on or about the 20th instant p.m.

THE INDIAN MAIL.

The Aperc str. Gregory Aperc from Calcutta left Singapore on the 14th instant morning, and may be expected here on or about the 20th instant.

THE AMERICAN MAIL.

The str. Korea sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. Athenian left Sydney on the 31st ultimo for Queensland Port, Manila and this port.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of Japan left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MERCHANT STEAMERS.

The R.M.S.P. Co.'s str. Flinders left Singapore for Hongkong on the 11th instant, and may be expected here to-day.

The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Bank Line str. Kysteric sailed from Yokohama on the 12th instant for Hongkong via ports.

The "Ben" Line str. Benvenne from Middebro, Antwerp and London left Singapore on the 14th instant for this port.

The O.S.K. str. Seattle Maru left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

PASSENGERS.

ARRIVED.

Per Austria, from Singapore, Mr Angelo and Mr Photis.

Per Teming, from Manila, Mrs B. N. Marshall and 2 children, Miss Bonnet, Rev O. Lopinot, Messrs Segur, Hadden, Coleman, Helverson and E. Kinney.

Per Delta, from Shanghai, for Hongkong, Mr Yanovich, Mr Seng, Mr F. P. Sokolov, Mr W. G. J. Gaudet, Mr Whitson, Mr Tomes and servant, Mr Hunsbille, from Yokohama, for Singapore, Mr Dawoodjee, for London, Lt. Frank and Mr. Cunningham; from Kobe, for Singapore, Mr Royall; for Bombay, Mr R. Martin; from Shanghai, for Sydney, Mr and Mrs Hall; for Singapore, Mr Conrad; for Bombay, Mr Pladen and Mr Vajjebhoy; for Brindisi, Dr. and Mrs. Chinn; for Port Said, Mr K. Peterson; for London, Mr Gaud.

PASSENGERS EXPECTED.

Per N.Y.K. str. Tanjo Maru, from London 20th inst.—Count K. Otsu, Mr Z. Ashikaga, Rev and Mrs J. Chappell and 2 children, Mr and Mrs A. Ishii, Capt. Y. Tokai, Mr M. Nakamura, Mr J. Wake, Mr K. Akaki, Mr T. Suzuki, Mr F. Bloomfield, Mr R. Watanabe, Mr G. Arakawa, Mr Y. Utsumi, Mr N. Nishio, Mr E. Kubo, Mr F. Cousins, Mr A. Woods, Mrs Akdo, Mrs Aiso and Mr H. Tachimura.

STEAMERS PASSED THE CANAL.

Aug. 26th.—C. Ford, Lucius, Hudson, Nippon, Palmetto, Ethel, Ansel, Belemus, Andros, 30th.—Benet, Prinz Eitel Friedrich, Sogo Maru, Wigner, September 2nd.—Benet, Brasilia, China, Keenan, Mackon, Moynoe, Oceania, Peshawar, Tongo Maru, Pacific, 6th.—Montmouthshire, Theseus, Armenia, 9th.—Borneo, Polynesia, Priam, 13th.—Aragonia, Atgana, Ghazal, Silwadi Korok.

ARRIVALS AT HOME.

Sept. 12th.—Somali, 13th.—Hyson, Mecklenburg, Indrasanka.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF INDIA" SAT., 17th Sept. "EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPERESS OF IRELAND" FRIDAY, 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov.

From St. John, N.B. "EMPERESS OF BRITAIN" FRI., 16th Dec. "ALLEN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Special "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on this Pacific end on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CREADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSILLES & LONDON	Due MARSILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
to COLOMBO	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI	February 4	MANTUA	March 4	March 10
ARCADIA	February 18	MALWA	March 18	March 24
ASSAYE	March 4	MACEDONIA 10500	April 1	April 7
MARMORA	March 18	(Through Steamer calling at BOMBAY)	April 15	April 21
DEVANHA	April 1	MOLDAVIA	April 29	May 5
DELHI	April 15	MONGOLIA	May 13	May 19
ASSAYE	April 29	MOREA	May 27	June 2
DELTA	May 13	MOOLTAN	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd 248.8 £ 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
Tonnage	about	about
* SUNDIA	January 25	March 11
* NUBIA	February 8	March 25
* SYRIA	March 8	April 24
* NOBIA	March 22	May 8
* PALAWAN	April 5	May 22
* BORNEO	April 19	June 5
* SICILIA	May 3	June 19
* SUMATRA	May 31	July 17
* NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSILLES

FARES TO LONDON (Including Surtax):

1st SALOON £58.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* AYMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.

Queen's Buildings.

Hongkong, 9th September, 1910.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SHERBELL	5,050	Tuesday, 20th Sept., at 9 A.M.
YOKOHAMA & KOBE	"COBLENZ" Capt. H. RABENBERG	6,750	About 20th September
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. FORMES	16,900	Thursday, 21st Sept., at NOON.
SHANGHAI, NAGASAKI, KOBE, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ EITEL FRIEDRICH" Capt. F. PROSCH, 16,000	About 21st Sept.	
	"COBLENZ" Capt. H. RABENBERG	6,750	Saturday, 8th Oct., at Daylight

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 16th September, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

* "PRINCESS ALICE" -	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
* "LUETZOW" -	17,300	ON APRIL 5TH.
Capt. O. FAHNE.		
* "KLEIST" -	17,000	ON APRIL 19TH.
Capt. O. FAHNE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.

Early booking recommended.

For Particulars, apply to

MELCHERS & Co.,

GENERAL AGENTS.

Hongkong, 15th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Sellier	On 26th Sept., P.M.
MARSILLES, VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Robinfat	On 10th Oct., P.M.
MARSILLES, VIA PORTS	"V. DE LA CROIX" Capt. Barillet	On 11th Oct., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,

Queen's Building.

Hongkong, 14th September, 1910.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA"

Captain Raich, will leave for the above places on SUNDAY, the 18th inst., A.M.

This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, 13th September, 1910.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, FARGAT GULF, Red Sea, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"VORWAERTS"

Captain Bodnar, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, 31st August, 1910.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC"

FROM HONGKONG,

ON TUESDAY, THE 27th SEPTEMBER, FOR VANCOUVER DIRECT.

To be followed by

KUMERIC
AYMERIC
SUVERIC
OCEANO

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong.

Hongkong, 14th September, 1910

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying the Majesty's Mails, will be despatched as above on 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOON" 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London on other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERIA," due in London on the 15th October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1910.

'SHIRE' LINE OF STEAMERS, LTD.

FOR MARSILLES, LONDON AND ANTWERP.

THE Steamship

"CAENARVONSHIRE"

Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st August, 1910.

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NOTICES TO CONSIGNEES

EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship

"TRANQUEBAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 17th Sept.	See Special of Call
LONDON AND ANTWERP	CANDIA	About 21st Sept.	Freight only
SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. W. R. Hickey	Sept.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 22nd Sept.	Freight and Passage
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SYRIA	About 5th Sept.	Freight and Passage
	Capt. D. C. Greger, R.N.R.	Sept.	

For Further Particulars, apply to

E. HEWETT, Superintendent

Hongkong, 17th September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SINGAN"	On 18th Sept. D'light
SHANGHAI	"LINAN"	On 18th Sept. D'light
PUKOW	"TIENTSIN"	On 19th Sept. Noon
MANILA, ILOILO & CEBU	"TAMING"	On 19th Sept. 4 p.m.
ILOILO & CEBU	"KAIFONG"	On 21st Sept. 4 p.m.
SHANGHAI	"CHINHUA"	On 22nd Sept. 4 p.m.
CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Sept. 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEIRUT, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept. 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, 45 SINGLE and 80 RETURN. TELEPHONE 36

For Freight or Passage apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th September, 1910

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"BULOMA"	On 1st October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOCHERS & CO., AGENTS.

Hongkong, 17th September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAWEI	"CHEONGSHING"	Tuesday, 20th Sept., Noon
SHANGHAI	"LOKSANG"	Tuesday, 20th Sept., Noon
SINGAPORE, PENANG & COLOMBO	"LAISANG"	Tuesday, 20th Sept., Noon
MANILA	"YUENSANG"	Friday, 23rd Sept., 4 p.m.
MANILA	"LOONGSANG"	Friday, 30th Sept., 4 p.m.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "LAISANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 17th September, 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW, AMOY AND FOOCHOW

AND RETURN.

OCCUPYING 9 TO 10 DAYS.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAITANG"	Capt. A. B. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(OCCUPYING 3 DAYS).

"HAIMUN" Capt. H. Stewart... WED'DAY, 21st Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 16th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	E. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co. General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA	S.S. C. FRED. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.	
S.S. SENEGAMBIA	21st Oct.	
S.S. SILESIA	4th Nov.	
S.S. SUEVIA	15th Nov.	
S.S. ARABIA	30th Nov.	
S.S. SCANDIA	15th Dec.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS.	SAILING DATES.
S.S. BUZO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 12th Oct., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKO-	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
HAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon
ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 23rd Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tomonaka	5,000	THURSDAY, 29th September
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christiansen	8,000	THURSDAY, 29th Sept., at 5 P.M.

= Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	" " " 2nd Class S 325.00
HIRANO	9000	29th "	" " " 2nd Class S 360.00
TANGO	8000	12th April	" " " old 1st Class S 540.00
KAMO	9000	25th "	" " " 2nd Class S 750.00
AKI	7000	10th May	" " " 2nd Class S 330.00
MISHIMA	9000	24th "	" " " 2nd Class S 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	23rd Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	To London via New York:
AWA	7000	23rd May	1st Class S £50

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO, MANAGER.

Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon
MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSIU VIA SWATOW, & AMOY	"DALIN MARU"	SUNDAY, 18th Sept., at 10 A.M.
	Capt. Y. KURABAKI	

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION-PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—15, DES VUEX ROAD, HONGKONG.

Japan Office:—32, WATER STREET YOKOHAMA.

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O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

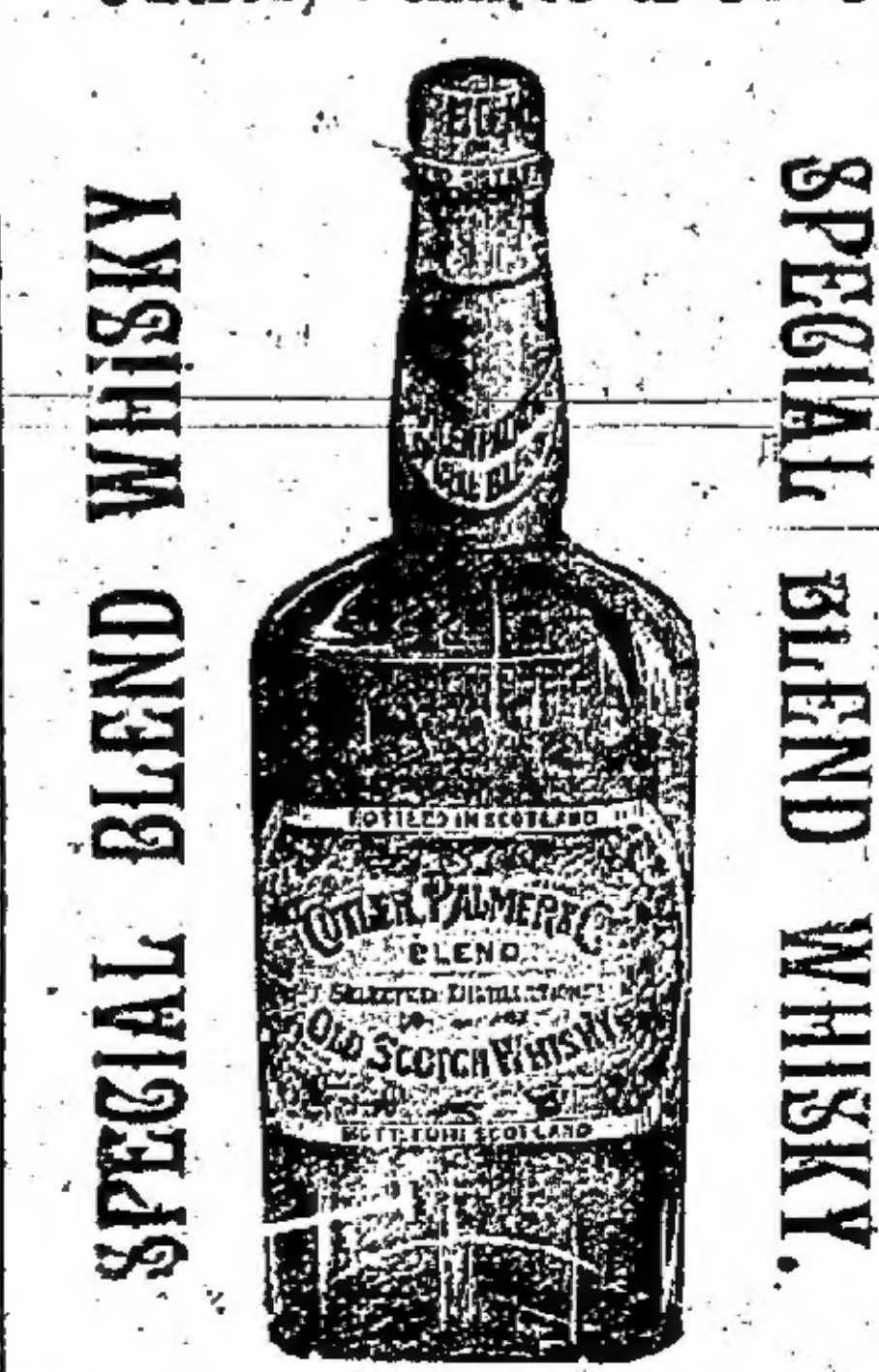
ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VUEX ROAD.

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Cutler, Palmer & Co.'s



Cutler, Palmer & Co., London.

SIEMSEN & CO., HONGKONG.

HONGKONG TIDE TABLE.

From September 17th to 23rd, 1910.

Day of Week.	Day of Month.	HIGH WATER.		LOW WATER.	
		Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
1st	17	h. m.	ft.	m. h. m.	ft. in.
		8 50	7.5	1 25	4 0
2nd	18	9 15	7.7	1 50	3 4
3rd	19	9 40	7.9	2 25	3 2
4th	20	10 5	8.1	3 10	3 0
5th	21	10 30	8.3	4 0	2 50
6th	22	11 5	8.5	4 45	2 40
7th	23	11 30	8.7	5 30	2 30
8th	24	12 15	8.9	6 15	2 20

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

	Previous Day at 4 p.m.	On Day at 10 a.m.	On Day at 4 p.m.
Barometer	29.83	29.90	29.83
Temperature	85	84	84
Humidity	73	74	74
Wind Direction	SSE	ESE	E
Force	1	2	2
Weather	o	c	b
Falls	0	0	0

Highest open air Temperature on 18th.....86
Lowest open air Temperature on 18th.....77

GEBRUEDER LENK, RODEWISCH IV.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Saturday, 17th, Printed Matter and Sam- ples... 9.00 A.M. Registration... 9.00 A.M. (Registration with late fee of 10 cents up to 9.30 A.M.) Kowloon B.O. 9.00 A.M. No late fee. Letters... 10.00 A.M.
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
Manila	Zafiro	Saturday, 17th, 10.00 A.M.
EUROPE, &c., India via Taitoria		Saturday, 17th, Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Kowloon B.O. 10.00 A.M. No late fee. Letters... 11.00 A.M.
(Late Letters 11.00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Della	Saturday, 17th, 1.15 P.M. Saturday, 17th, 4.00 P.M.
Macao	Sui Tai	Saturday, 17th, 1.15 P.M.
Nagasaki	Loyal	Saturday, 17th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA & VANGUET (B.C.) SIBERIAN MAIL TO EUROPE	Empress of India	Saturday, 17th, Printed Matter and Sam- ples... 4.00 P.M. Registration... 3.00 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Letters... 5.00 P.M.
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Ryjo	Saturday, 17th, 5.00 P.M.
Hohow and Halphong	Sigan	Saturday, 17th, 5.00 P.M.
Saigon	Fausang	Saturday, 17th, Registration... 4.15 P.M. (Registration with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M.
Shanghai... SIBERIAN MAIL TO EUROPE	Linan	Sunday, 18th, 9.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 3.00 P.M. Tuesday, 20th, 8.00 A.M. Tuesday, 20th, 8.00 A.M. Tuesday, 20th, 11.00 A.M. Wednesday, 21st, 9.00 A.M. Wednesday, 21st, 10.00 A.M. Wednesday, 21st, Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Kowloon B.O. 10.00 A.M. No late fee. Letters... 11.00 A.M.
Swatow, Amoy and Tamsui	Daijin Maru	Wednesday, 21st, 3.00 P.M.
Tientsin	Chongqing	Thursday, 22nd, 3.00 P.M.
Shanghai, Yokohama and Kobe	Chowtai	Friday, 23rd, 9.00 A.M.
Bangkok	Taming	Friday, 23rd, 3.00 P.M.
Manila, Iloilo and Cebu	Borneo	Saturday, 24th, 10.00 A.M.
Kudat and Sandakan	Haitan	
Swatow, Amoy and Foochow	Laisang	
Singapore, Penang and Calcutta	Hainan	
Swatow	Panama Maru	
Moji, Kobe, Yokohama, Victoria and Tacoma		
EUROPE, &c., INDIA VIA TAITORIA... (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buelow	
Iloilo and Cebu	Kaifong	
Shanghai	Chinhua	
Swatow, Amoy and Foochow	Haiyang	
Manila	Yuenang	
Manila	Rubi	

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MARINEWORK

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Office 358, Works 354.

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

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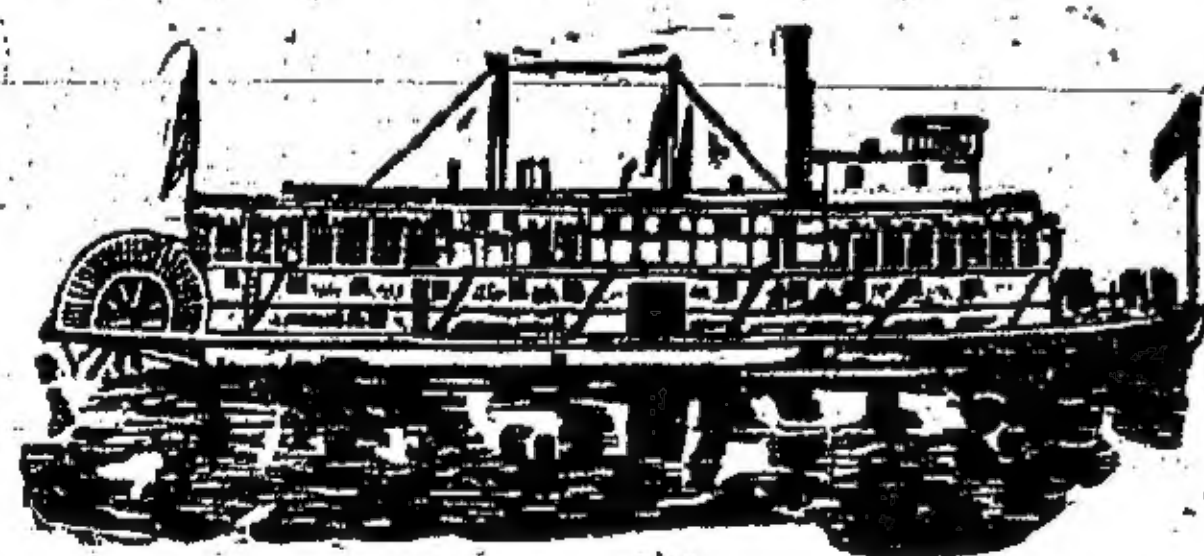
ARE

DRAFT

OUR

VESSELS

SPECIALITY



"If a man can write a better book, preach a better sermon, or
make a better mousetrap than his neighbour, though he build his house
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE
"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.
"HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

TO DAY

11 A.M.—Eighteenth Half-Yearly Drawing of
Sixty-five Debentures of Hongkong Club.
Noon—Ninth Ordinary Annual Meeting of
China Light and Power Co., Ltd.
3.30 P.M.—Fourth Meeting of Hongkong
Gymkhana Club at Happy Valley.
9 P.M.—Warwick Major's Comedy Co., at
Theatre Royal—"The Dandy Doctor."

FORTHCOMING EVENTS.

Tuesday, 20th Sept.—Extraordinary General
Meeting of Hongkong Club, 5.15 P.M.
Thursday, 22nd Sept.—Annual General Meeting
of Hongkong Football League at Y.M.C.A.
Rooms, 5.30 P.M.
Saturday, 24th Sept.—Ordinary Annual Meeting
of Hongkong Cotton Spinning Weaving &
Dyeing Co., Ltd., 11.15 A.M.
Saturday, 24th Sept.—Ordinary General Meet-
ing of Douglas Steamship Co., Ltd., Noon.
Tuesday, 27th Sept.—Annual General Meeting
of Kowloon Cricket Club, 5.15 P.M.

NEW CARTRIDGES.

By popular English Manufacturers. In
all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 88SG. at 5s. 7d and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

COMMERCIAL.

EXCHANGE CLOSING QUOTATION.

	September 16th.
On LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10
Documentary Bills 4 months' sight	1/10 1/2
On PARIS—	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
On GERMANY—	
On demand	184
On NEW YORK—	
Bank Bills, on demand	437
Credits, at 60 days' sight	443
On BOMBAY—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On CALCUTTA—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75
On YOKOHAMA—	
On demand—Poco	88 1/2
On MANILA—	
On demand	76 1/2
On BATAVIA—	
On demand	108 1/2
On HAIPHONG—	
On demand	1 1/2 % pm.
On SAIGON—	
On demand	86 1/2
On BANGKOK—	
On demand	81 1/2
S. VERMOREL, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$36.30
SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces... \$4.67 discount.
Chinese	10 " " \$6.62
Hongkong	20 " " \$4.55
Hongkong	10 " " \$4.98

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 16TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$932 1/2
National Bank of China, Limited	99,925	\$7	all	\$27, 10/-
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1, 1/4.
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	12,000	\$10	\$10	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Say Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, Limited	40,000	\$7 1/2	\$6	\$19, buyers
DOCKERS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57 1/2	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$67 1/2	\$67 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
ENVIK & CO., Limited	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., Limited	400,000	\$10	\$10	\$4.70, x. div.
HONGKONG AND CHINA GAS CO., Limited	7,000	\$10	all	\$205.
HONGKONG ELECTRIC CO., Limited	60,000	\$10	\$10	\$21, buyers
HONGKONG HOTEL COMPANY, Limited	12,000	\$50 1/2	\$50	\$100, x. div. sel.
HONGKONG ICE COMPANY, Limited	8,000	\$25	all	\$75, x. div. sel.
HONGKONG ROPE-MANUFACTURING CO., Limited	5,000	\$25	all	\$133.
HONGKONG SOUTH CHINA STEAM FISHERIES CO., Ltd.	60,000	\$10	all	\$21, sellers
INSURANCES.				
Carson Insurance Office Co., Limited	10,000	\$250	\$50	\$190.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$55, buyers
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$82, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$90	\$30	\$12, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MIXING.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7 1/2.
PEAK TRAMWAYS CO., Limited	25,000	\$10	all	\$13 1/2, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
ROBINSON PIANO CO., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$30	all	\$25, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$45	all	60, sel. L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$10, sales
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
BROKERS AND DEPOSITARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$14, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 100 iders	\$10 1/2	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$300.
RUBBERS.				
Allapara	750,000	2/-	all	6/-
Anglo-Malays	1,500,000	2/-	all	25/-
Bulgovites	15,200	\$1	all	\$15 (Sta.)
Batu Tiga	70,000	\$1	all	63/6
Bukit Kajang	80,000	\$1	all	116/-
Castelfield, fully paid	30,000	\$1	all	13/6 prem.
Cheviots	70,000	\$1	all	114/-
Eastern and International	250,000	\$1	10/-	6/3 prem.
Highlands and Lowlands	307,143	\$1	all	6/3 prem.
Kanunings	1,625,000	2/-	all	—
Kuala Lumpur	180,000	\$1	all	—
Labus	100,000	2/-	all	80/-
Labury's	100,000	\$1	all	53/-
Lingit	900,000	2/-	all	12/6
London Asiatics	1,266,000	2/-	all	6/9
London Ventures	—	—	all	7/-
Morimans	1,750,000	2/-	all	328 (Sta.)
Pegohs	—	—	all	\$31, x. div. (Sta.)
Sandycrofts	50,000	\$2	all	25/-
Sapengs	100,000	\$1	all	72/6
Shelfords	65,000	\$1	all	\$14 1/2 (Sta.)
Singapore and Johore	125,000	\$2	all	13/-
Sumatra Paras	995,000	2/-	all	—
Sungai-Kapars	90,000	2/-	all	117/6
United Serangs	170,000	\$1	all	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

CARTRIDGES.

The NEW High-Class

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CARTRIDGES.

CARTRIDGES.

STATE EXPRESS MIXTURE CARTRIDGES

A Blend of rare Tobacco, stored in bond for many years.
A Revelation for old Smokers, Rich in flavour and of delicious aroma.

\$1.00 per 1/4-lb Tin.

Sole Manufacturers: ARDATH Tobacco Co., LONDON.

CARTRIDGES.

SIEMSEN & CO., Machinery Dept. Hongkong.

The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY
REDUCED PRICES.

THE F. G. L. METAL FILAMENT LAMPS—

Save 75 per cent. current
over carbon filament
lamps.

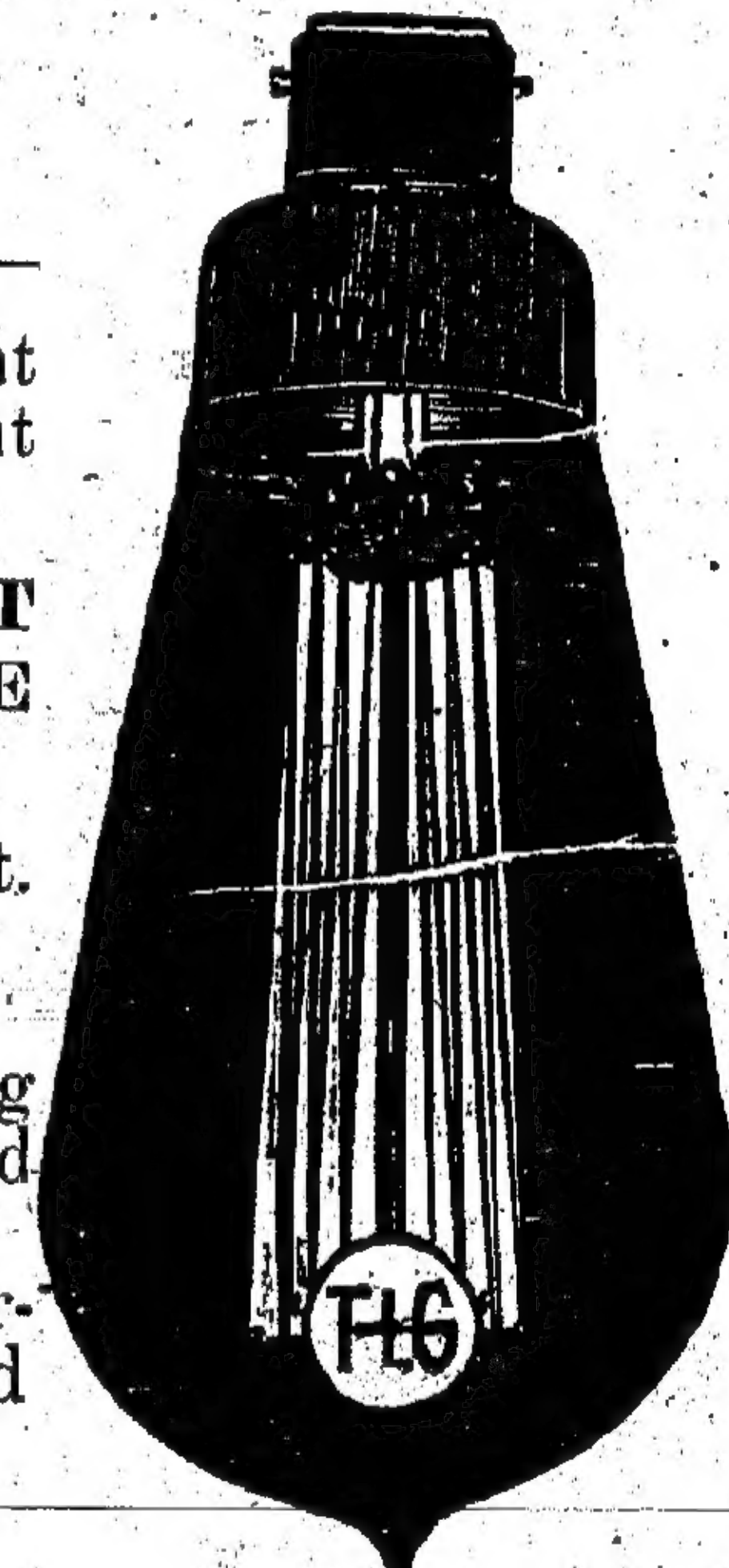
ARE THE CHEAPEST
AND BEST IN THE
MARKET.

Give agreeable white light.
Little risk of breakage.
Life 2000-3000 hours.
Great constancy of lighting
during the whole period
of burning.

Small pleasing forms, pear-
shaped, plain or frosted
glass.

Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are
advised to keep a record of these numbers, in order to prevent
substitution of broken for sound lamps.



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